PRINTER RUSH
(PTO ASSISTANCE)

Application :	10748357	**Examiner :**	Lai	**GAU :**	2636
From:	NB	**Location:**	(IDC) FMF FDC	**Date:**	10/18/05

Tracking #: epm 10748357 Week Date: 07/04/05

DOC CODE	DOC DATE	MISCELLANEOUS
☐ 1449		☐ Continuing Data
☐ IDS		☐ Foreign Priority
☐ CLM		☐ Document Legibility
☐ IIFW		☐ Fees
☐ SRFW		☐ Other
☐ DRW		
☐ OATH		
☐ 312		
☑ SPEC	12/30/03	

[RUSH] **MESSAGE:** Please provide missing Serial NO. on page 12, lines 12 and 15.

Thank you

[XRUSH] **RESPONSE:**

INITIALS: NB

NOTE: This form will be included as part of the official USPTO record, with the Response document coded as XRUSH.

REV 10/04

3, the sensor 46 is a Hall effect sensor attached to the circuit carrier 34 between each pair of tabs 32 of the tray 30. The upper disc portion 82 of the upper slide member 52 includes a retainer portion 102 that accepts and retains an emitter 104, such as a magnet. The magnet thereby moves in axial relationship to the sensor 46 that is disposed upon and in electrical communication with the electric circuit 38. Thus, the weight of an occupant will deform the seat cushion 16 such that the lower surface 20 of the lower seat cushion 16 pushes the upper slide member 52 toward the base 50. As the upper slide member 52 moves, the sensor 46 detects an increase in magnetic flux density generated by the approaching emitter 104. In this way, the sensor 46 is operable to detect movement of the upper slide member 52 toward and away from the base 50. In turn, the sensor 46 generates a responsive signal indicative of the increase in flux density, and the controller 40 controls the restraint system 42 based on these signals. The example of a sensor assembly 44 is described in greater detail in applicant's co-pending application, Serial No. 11/139722 entitled "Vehicle Occupant Sensing System Having A Low Profile Sensor Assembly," which is hereby incorporated in its entirety by reference. The electrical attachment between the sensor 46 and the circuit carrier 34 can be accomplished in the manner described in applicant's co-pending application, Serial No. 10/748514 entitled "Vehicle Occupant Sensing System and Method of Electrically Attaching a Sensor to an Electrical Circuit," which is hereby incorporated in its entirety by reference.

[0033] In this manner, the sensor array assembly 45, through the combined output of the sensors 46 forms a portion of a vehicle seat occupancy sensing system that is associated with the supplemental restrain system (SRS) 42. The sensor array 45 is utilized to provide data to the control system of the SRS. The SRS control system may employ a neural net (NN). In this case, the control system uses the pattern generated by the sensor array 45, based on the occupancy of the vehicle seats as recognized by the NN, to activate or suppress the deployment of the airbags. More specifically,